

# THE STARS AND STRIPES

## MEDITERRANEAN

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TWO LIRE

### Soviet Air Fleet Cuts Prussia Area Before Red Army

### Enemy Flings Reserves In Vain Attempts To Halt Tide

LONDON, Aug. 8.—The East Prussian side of the German border was aflame today with hundreds of fires as the Russian Air Force, ranging ahead of the Red Army's three-pronged drive, pounded Nazi defenses in ceaseless attacks.

Russian fliers, returning from assaults intended to clear the path for armor and infantry driving on the frontier northwest of Kaunas in Lithuania and north and west of Bialystok in Poland, reported pillars of smoke rising in a solid wall over the border.

Railway stations and airfields inside East Prussia were the main targets and large supply dumps were blown up at Insterburg. Meanwhile, Gen. Ivan Chernyakovsky drove his right flank farther around the northeast borders of East Prussia threatening Tilsit.

The Germans were flinging in reinforcements in a vain attempt to halt the Russian steamroller and hundreds of thousands of German men and women were digging hasty fortifications along the entire border.

The Russians announced they had opened strong attacks south of Warsaw on German forces defending the Vistula in the Deblin sector. They drove to within 25 miles of the Polish city of Kielce, which is south of Warsaw and northwest of Cracow, and appeared to be aiming toward the rear of the Nazi defenders in what seemed to be the opening phase of another great encircling movement.

Farther south, The Red Army pressed on toward Czechoslovakia. In two orders of the Day, Marshal Joseph Stalin announced last night the capture of the Ukrainian city of Sambor and the great oil center of Drohobycz, 20 miles southeast and only 38 miles from the Czech frontier.

North of this front, armies under Marshal Ivan Konev and Constantin Rokossovsky continued their sweep across the lower reaches of the Vistula, driving to within 35 miles of Cracow and threatening to outflank the great bastion guarding the approaches to Silesia from the northeast.

Heavy fighting was reported continuing in Warsaw and a London report quoted a claim of Polish

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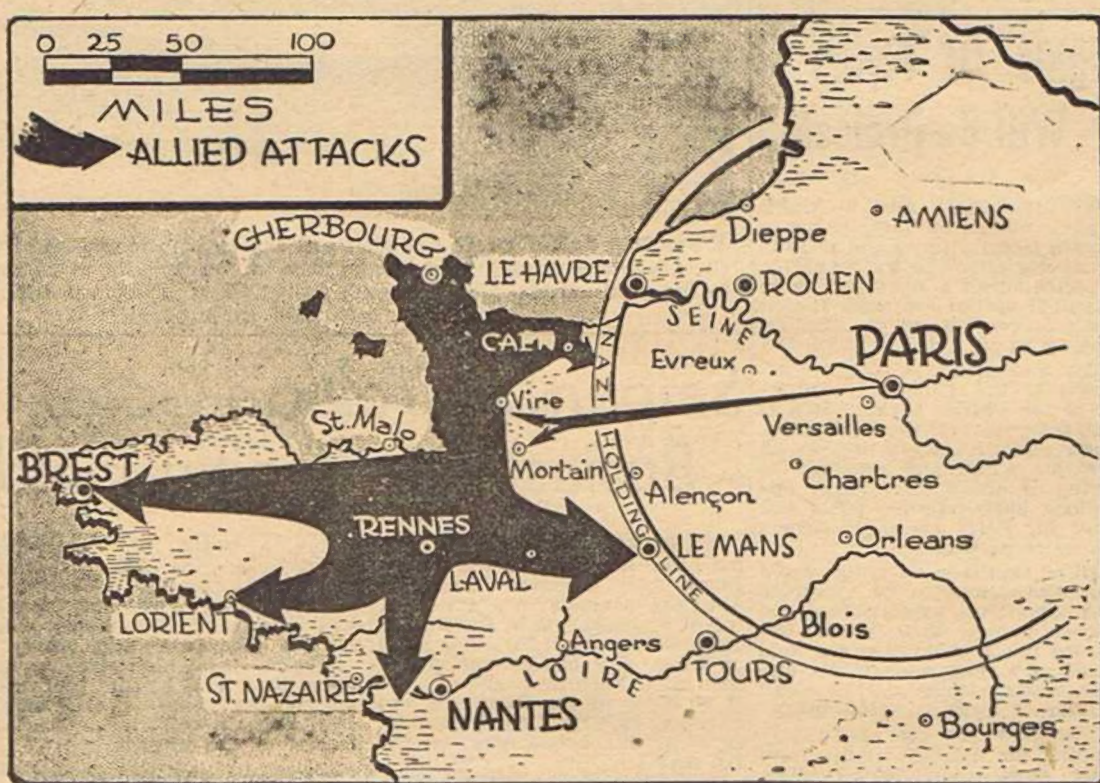
### King Gives Gen. Devers Famed Order Of Bath

ADVANCED ALLIED HEADQUARTERS, Aug. 8.—Lt. Gen. Jacob L. Devers, Deputy Supreme Allied Commander in the Mediterranean Theater, was made a Knight Commander of the Most Honorable Order of the Bath by King George VI during the King's recent visit to Italy, it was announced today.

General Devers is one of few Americans to hold the Order of the Bath which is the highest award given by the British Empire to a person of a foreign nation. The award is equivalent to knighthood in the Empire and ranks fourth highest in the orders of chivalry. The medal of the award is an enamel star on a crimson ribbon with the motto "Tria Juncta in Uno."

General Devers assumed command of American troops in the Mediterranean Theater and became Deputy Supreme Allied Commander to General Sir Henry Maitland Wilson in Dec., 1943.

## Nazi Attacks Sent Reeling By Tank And Aerial Assault



THE ALLIED DRIVE IN BRITAINY, momentarily interfered with by a strong German counterattack, rolls on again toward the main defense line of Marshal Erwin Rommel and Paris. The center of the bitter fighting was at Mortain and the town changed hands three times before the Allies established firm control of the vital rail and road junction.

### 8th AAF Heavies Make Italy Jaunt On Shuttle

MAAF HEADQUARTERS, Aug. 8.—Flying Fortresses of the 8th AAF, flying the second leg of the England to Russia to Italy shuttle, landed at 15th AAF fields in Italy today after having attacked airbases at Buzau and Zilistea, 40 miles northwest of Ploesti, enroute.

Good bombing results were reported by crewmen and Mustang escorts downed one enemy plane.

The mission was part of the second triangular shuttle run across Europe by 8th AAF planes. The use of American staffed Soviet bases was inaugurated by Flying Forts of the 15th AAF which spent ten days in Russia early in June.

Lightnings and Mustangs of the 15th AAF twice have flown the

shuttle route from Italy to Russia across the Balkans.

Medium and heavy bombers of the RAF last night attacked the Szombathely airfield south of Vienna in the wake of daylight attacks on two synthetic oil plants in southern Germany by American heavy bombers.

The Flying Forts and Liberators of the 15th AAF penetrated to within 200 miles of Berlin in their assaults on the two Blechmer refineries, 75 miles southeast of Breslau. The oil works, which had an annual production capacity of 312,000 tons, were last bombed by the 15th AAF on July 7.

The two plants, four miles apart, were partially covered by a smoke screen, but many of the heavies were able to bomb visually. Fires, explosions and towering columns of thick black smoke indicated that a number of direct hits had been secured.

In contrast to the attack of July 7 when more than 125 Luftwaffe interceptors rose to challenge the bombers, enemy air opposition yesterday was considerably less. Flak was intense. Long range fighters which provided continual cover during the penetration into Silesia

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### 15 Injured In Latest Of Train Wreck Series

CHICAGO, Aug. 8.—Fifteen persons were injured, none seriously, when the day coach section of the Olympian, crack passenger train of the Chicago, Milwaukee and St. Paul Railroad, was derailed last night at Lake City, Minn.

Other wrecks over the weekend included a head-on collision of a westbound Atlantic coastline passenger train and a freight engine on a siding near Stockton, Ga., in which 47 persons were killed; also a four-car passenger train was derailed by an open switch at Crane's Crossing, Mass., killing one person and injuring 11.

### Yanks' Drive A Holiday For Natives

IN BRITAINY, Aug. 8.—A new note of optimism has been struck by war correspondents covering the front in France when they describe their trip in pursuit of the swiftly advancing Allies as "something resembling a holiday jaunt."

Frederick Graham, of the New York Times, was surprised at the gay demeanor of the natives who seemed very different from any war refugees he had ever seen.

"Scores of Frenchmen are plodding along the roads on the way back to their farms in this area," Graham wrote. "They are dressed in their Sunday clothes and are not burdened by the usual luggage of war refugees. They are obviously in a holiday mood, for this is the first weekend since 1940 that these Frenchmen have been free of German domination."

"Back in Granville the townspeople are clustering in the street while every house flies the Tricolor, Union Jack or American flag, and where ropes of real roses and other flowers hang across the streets."

Charles Lynch, who drove across the front from Caen deep into Brittany, wrote: "I have experienced the thrill of victory for the first time—a thrill I had always thought would not come until the war ended."

"This feeling did not come suddenly." (Continued on page 8)

### General McNair's Son Dies In South Pacific

WASHINGTON, Aug. 8.—The War Department today announced the death in action of Col. Douglas McNair, only son of the late Lt. Gen. Leslie J. McNair, who was killed recently in Normandy. The department said Colonel McNair, 36, had been killed on Guam in the Southwest Pacific.

### Elements Of Four Panzers Crushed In Attempt To Knife Allies

LONDON, Aug. 8.—Elements of four Panzer divisions, in the greatest German counterattack since D-day on June 6, suffered a crushing defeat yesterday when they tried desperately to knife between American and British forces at the narrow Normandy-Brittany corridor.

Unassisted by air power, they left themselves wide open to rocket-firing RAF Typhoon fighters and American fighter-bombers which destroyed at least 135 of them. It was the most disastrous blow ever suffered by tank formations from a single day's aerial attack.

American tanks also did a tremendous job in hurling back the furious counterblow. The hub of the fighting was at Mortain, 20 miles east of Avranches, which changed hands three times and which, at last reports, was still in Allied control. Mortain controls four roads and is on the Vire-Fougères railway line.

While the RAF and U. S. armor were repelling the mighty Nazi counterthrust, more than a thousand British Lancasters and Halifaxes dumped 6,000 tons of bombs on the hinge of the German line just south of Caen in direct support of Canadian troops who were launching an all-out assault. Heavy bombers of the 8th AAF followed it up today with another thumping raid, but no results were immediately available.

The German counterattack started late Sunday night, but it didn't get rolling until early yesterday. It was launched on a front extending from Mortain to Sourdeval, five and a half miles due north.

In the first phases of their plunge, the Nazis reached three miles beyond Mortain to Cherence le Roussel, where bitter tank battles followed. Another penetration reached St. Barthelmy, about two miles northeast.

The evident objective of the counterthrust was to reach Avranches and isolate far-ranging American forces currently overrunning the Brittany peninsula, where they were fighting for five big cities—Brest, Lorient, St. Nazaire, St. Malo and Nantes.

American tanks were the first to rally to the counterattack.

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### Jap Women Charged With Aiding Nazis

DENVER, Aug. 8.—Three Japanese-American sisters charged with treason and conspiracy to commit treason were on trial in U. S. District Court here today, accused of helping two German prisoners of war escape from a camp at Trinidad, Colo., last Oct. 17.

The American-born defendants are Mrs. Tsuruko Wallace, 35; Mrs. Florence Shizue Otani, 33; and Mrs. Billie Shitara Tanigoshi, 35. All three lived in Inglewood, Calif., before they were evacuated after Pearl Harbor to Grand Relocation Center at Amache, Col. The prisoners they are accused of helping escape are former members of Field Marshal Erwin Rommel's Afrika Korps.

The grand jury indictment charged the women gave the prisoners maps of California, Nevada and Colorado, railroad timetables, clothing, flashlights, money and an automobile.

Penalty for conviction of treason ranges from a fine of 10,000 dollars to five years in prison or death.



LT. GEN. JACOB L. DEVERS



## French Pilots Pay Homeland A Visit In 'Zundairbolts'

By Sgt. VIC DALLAIRE  
Staff Correspondent

A FRENCH FIGHTER BASE, Corsica—Some of these French pilots would be making their first mission into their homeland within a couple of hours but none of them betrayed his excitement.

A few would probably see home towns from their streaking "Zundairbolts," perhaps the houses in which they lived, their cafes and schools and churches. But one felt only a fraternal peace while eating with these men of the "escadrille de Navarre" in the trim camp tucked away in a fold of the green Corsican hills.

The squadron commander sat at the head of the long U-shaped table while his pilots ranged down both wings. The food was good and well served and there was plenty of time to eat it. Americans eat too fast, they said.

The mess officer, a tall, young pilot from Paris, read the menu and then wished the diners "bon appetite." Wine was plentiful and glasses were replenished often between the courses of beans, pork, rabbit and French fries. After that came the coffee and the wind-up shot of eu de vie.

Although the squadron is young like its fellow LaFayette and Daphne squadrons of a French Fighter Group, the pilots themselves were long used to war.

Before the commander was a small ship's bell which was sounded when any of the diners committed a faux pas. Captain Boyrot, the executive officer knocked over a bottle of wine while illustrating a point. The bell was rung and up came a sous-lieutenant to assess him ten francs. A complaint about service or food also brought a fine. The money is used to defray costs for squadron fetes.

The executive officer kept up a running fire of banter that switched easily from French to English. The squadron leader, he said, kept a can of liver salts before him because "every morning he is drunk under" and needs something to settle his stomach. The leader himself said the use of liver salts resulted from years of service in Equatorial Africa on short and poor rations.

Several of the pilots, trained in the U. S., could speak English but Lt. "Le Mome" was the official translator. He was once the junior member of the outfit and the name still sticks although he's an oldtimer now.

Appearance of the truck to take the pilots to the briefing broke up the dinner. Everyone was urged to have "just a finger" more of eau de vie or exchange signatures on "short snortair" bills. Then they piled into the truck to drive off to the dusty airfield for their air return to France.

## Mutt, War Vet, Can't Stand Civilization

CHICAGO, Aug. 8—An Australian born cocker spaniel named "Flaps," because her ears reminded Army fliers of air brakes on a plane, had no fear of Jap bombing planes in the South Pacific. She just ducked for a slit trench.

But city living is another thing. Now home with her owner Sgt. Marshal Kappell, the pup reacted more demonstratively to horses here than she did to the roar of war at fighter bases in New Guinea.

"She goes into a dither when she sees horses in the street," Kappell said today. "She saw plenty of jeeps and planes in the last year but no horses."

## Rights Of Flyers Will Be Protected

WASHINGTON, Aug. 8—Rights of pilots now in military service to operate feeder airlines and pick-up air service after the war would be protected under a resolution to be presented at the American Legion national convention in Chicago Sept. 18 to 20.

The resolution was voted unanimously by the resolutions committee of the district Legion. It asks that Congress and the Civil Aeronautics Board delay action on all local air routes and purchase or leasing of airfields for feeder operations until returned pilots and other Air Force personnel have a chance to participate.

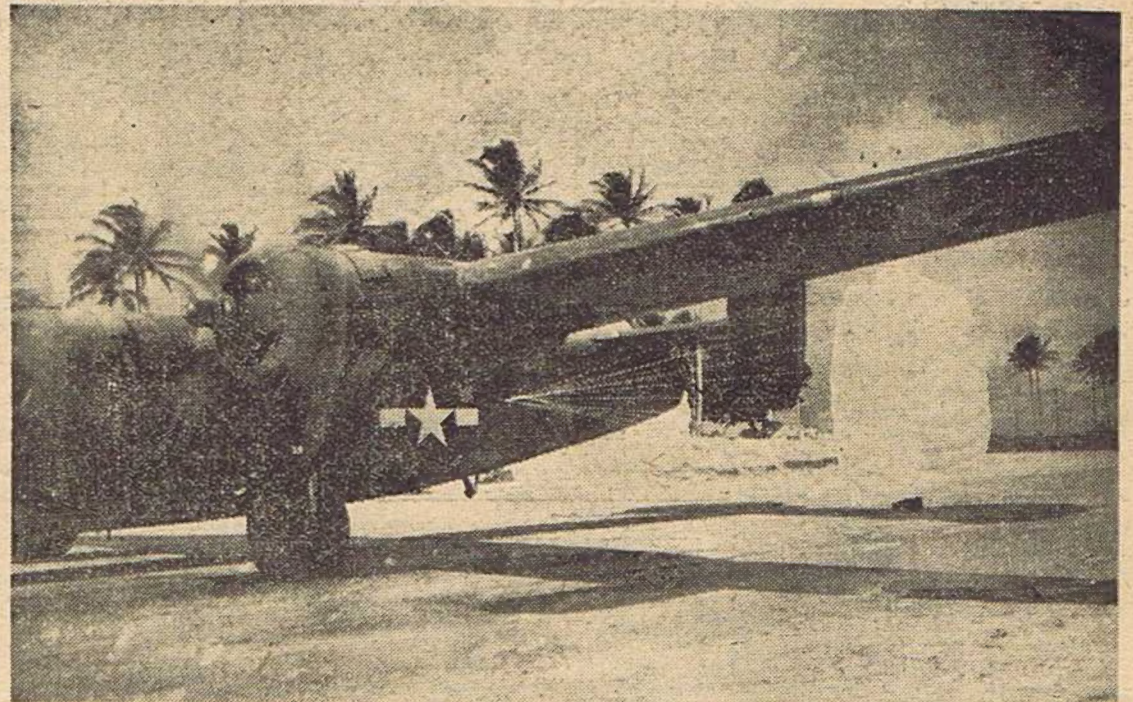
All or most local air routes would otherwise already be awarded other applicants now at home and able to present their cases. Returning pilots would find the field closed at a time when major airlines could employ only a small number of them as airline pilots.

CAB now has 536 applications pending for domestic routes, covering more than 700,000 miles, many being for feeder-type services. The board is considering all applications as rapidly as possible, deeming it desirable to have domestic routes ready for operation when the war ends.

## 50 Calibres Stopped By Glass In New P-61

HAWTHORNE, Cal., Aug. 8—The Northrop Black Widow P-61 night fighter is equipped with armor-bullet resistant glass and reflector plates to protect the crews from even 50-calibre bullets, the War Department revealed today.

The Black Widow has a full span flap for lowlanding speed combined with a retractable scoop or spoiler aileron called a "Lateron." It has a built-in apparatus for altitude breathing, and each crewman has an individual heater.



When Jap anti-aircraft fire shot out the hydraulic system of this Liberator bomber over Yap, the plane was landed safely at its base in the Pacific by means of two parachutes anchored to the gun mounts. Ripcords were pulled when the plane hit the runway and the giant craft slid to a stop. (Acme)

## NAVY TO THE RESCUE

## Saipan, At Tokio's Gate, Busiest Far Pacific Field

WASHINGTON, Aug. 8—Mounting Allied air power in the war on Japan was described today by American generals in a review of recent developments in the Pacific. Captured Saipan, 1,500 miles south of Tokio, now has become one of the most important and busiest U. S. bases in the Pacific, it was disclosed by Brig. Gen. Robert W. Douglas, Jr., commander of the 7th AAF.

Aviation engineers have accomplished a "miracle of construction" in converting the captured island in the Marianas into "huge bases that threaten the very gates of Japan," General Douglas reported.

General Henry H. Arnold, Commanding General of the Army Air Forces, commented on the "very good bombing results" by giant B-29 Super-Fortresses which twice raided the Jap mainland and also smashed enemy positions in Burma and Manchuria.

He cautioned, however, against expecting too much from the mammoth bombers, likening them to a youngster who has "just taken his first experimental steps" and who needs time "before he will be running all over the globe and getting into everything."

Maj. Gen. George E. Stratemyer, who heads the Eastern Air Command, reported that the Myitkyina airstrip captured from the Japs in northern Burma handled one takeoff or landing every two minutes during a recent 12-hour

stretch, a traffic rate surpassing that of La Guardia field. The field was put in operation under "terrific handicaps," including monsoon rains and Jap troops still fighting only 2,000 yards away.

Douglas paid high tribute to Army, Navy and Marine cooperation and the equality of their men. He cited as an example Lt. Charles Provost of Los Angeles.

Provost, he said, was co-pilot of a twin-engine Mitchell bomber. Hit by enemy flak over the target, the pilot was blinded and Provost was crippled in both legs. The hydraulic line had been knocked out, the left engine smashed and set afire and the landing gear shot off.

"The plane was 500 miles from its base, and Provost could not use his legs, yet he brought it back with all crew members wounded, and crashed it on one of the little strips of sand we call islands out here. That is the kind of men of the Army, Navy and Marines who are fighting our war here. I ask you: How could we lose?"

## Ho Hum Dept.

GREENWICH, Conn., Aug. 8—Justice of Peace John J. O'Brien said today, Tommy Manville, a former bridegroom, and Colette Francis, 30, a former showgirl, will be married by him August 13th. It will be Manville's eighth marriage.

## Postwar Aviation Meeting Awaited

WASHINGTON, Aug. 8—The United States today was reported on high authority to be ready and willing to begin an international conference on postwar aviation in which it will seek a new air convention providing minimum restrictions on the future advancement of international commercial flying. The U. S. was reported anxious to begin the conference at the earliest possible date suitable to other nations, and expects it to convene at least by the end of this year.

The United States, however, has gone on record as being opposed to an international regulatory body such as Britain and Canada proposed. This position was taken on the grounds that such an organization would be detrimental to the sovereignty of the United States. It would, however, favor a body with powers to make technical recommendations.

The principal aim of the U. S. is secure agreements which would grant commercial airlines of any nation the right of transit through air space of any other nation. This, though, definitely does not mean that the U. S. will permit foreign lines to do business within its borders.

Another important question for the conference to decide will be the extent to which traffic will be allocated among various countries. On the North Atlantic, for example, Britain favors equal division of roundtrips between American and British airlines. The U. S. feels that inasmuch as 80 per cent of trans-Atlantic passenger travel originates in the United States this fact would be reflected in the decision on the number of roundtrips American carriers may make between here and England.

## Martin Dies Seeking CIO Political Probe

WASHINGTON, Aug. 8—Eyeing a Sept. 1 deadline set by its chairman, the House Committee on Un-American Activities awaited today action from the Justice Department on a request that immediate steps be taken to "correct" political abuses it attributed to the CIO Political Action Committee.

A formal request for action was made to Attorney General Francis Biddle Sunday by Chairman Martin Dies (D., Texas), who said last week he would initiate legislation if Biddle failed to act by the first of next month on evidence Dies said indicated the organization "has interfered" in primary elections and has spent "large sums of money" to influence their outcome.

The three-man subcommittee named by Dies is not expected to wait until Sept. 1 to begin hearings on its investigation of the CIO group. Its chairman, Rep. Joe Starnes (D., Ala.), who was recently defeated for renomination in the face of CIO opposition, is expected to call the group together within a week.

## Buffalo Bill Cut Quite A Figure In Rome

By Cpl. ROBERT MEYER  
Staff Correspondent

ROME, Aug. 8—It is high on to 65 years since "Buffalo Bill" Cody and his Wild West troupe stormed the gates of Rome, but the memory of that three-ring invasion is especially vivid in the mind of Signor Federico Gubinelli. He is 79, boss of the world-famous Cafe Greco at 86 Via Condotti which has been operated by his family since 1760, and he knew "Buffalo Bill" as circus performer and guest.

"Buffalo Bill used to sit at that table," Signor Gubinelli said, pointing to a place in the cafe's Omnibus Room, a relatively new addition to the 185-year-old restaurant. "He was a fine figure of a man, and when he and his advance man, Major John Burke, and two or three Indians used to walk into the cafe they caused quite a stir, even among the sophisticates. Cafe Greco has always been well supplied with sophisticates.

"The circus train alone caused quite a bit of excitement. Imagine! It was two kilometers long—that's about a mile and a quarter. We were repeatedly surprised by those unpredictable, energetic Americans, too, and I think they gave us our first large-scale demonstration of

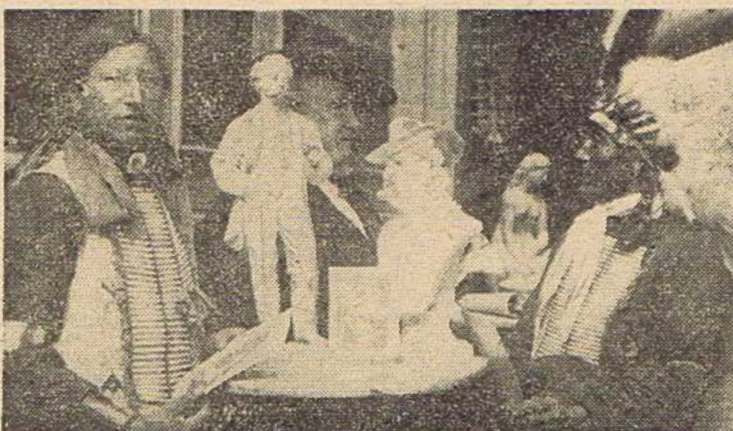
the renowned Yankee efficiency. They actually went to work in the afternoon, put up a gigantic tent, and were ready to perform that night!"

Mark Twain was another American who enjoyed the companionship of contemporary artists at Cafe Greco. It was at the Greco

that he struck up a friendship with Luigi Amici, the sculptor, who executed a bronze statue of the American author. The statue is enshrined in the cafe.

On the walls of the cafe are paintings, sculpture, medallions and portraits by various celebrities. Yet one of the brightest spots in the entire house is held by a

collection of miniatures which are the work of Signor Gubinelli himself. As mine host he doubtless holds his own with the best in Rome. Yet he is an artist at heart, and it is a safe bet that in the years to come the Gubinelli miniatures on ivory will fill a definite place in the tales of this wayside inn.



Buffalo Bill Cody gave the Romans a rare treat in 1879 and again around 1914 when he brought his Wild West show to this part of the world. When in Rome he frequented the ancient, popular Cafe Greco, and so did members of his troupe, as the picture shows. Pictured above are two American Indians and Buffalo Bill's advance man, Major John Burke.



## Winchell Says He Didn't Take Pokes At Army Outfits

**Stars and Stripes U. S. Bureau**  
NEW YORK — Walter Winchell has asked The Stars and Stripes to help stem a continuous flood of mail from overseas soldiers who contend that Winchell in the past has taken nasty cracks at their specific outfits, and how about his coming over and joining them in combat now.

The complaints have come primarily from Normandy although there had been some from the Mediterranean area as well. Winchell, through his girl Friday, Miss Rose Bigman, categorically denies that he has ever mentioned a specific outfit by name or number in connection with an uncomplimentary remark. Furthermore, it is Winchell's contention that all this is an organized plot by enemy-inspired unknowns to circulate unpatriotic or morale-lowering statements among troops, attributing them to him.

### RUMORS CONTINUE

This has been going on since Pearl Harbor, Miss Bigman said, and despite thousands of letters of denial, despite publication of the denial in army and civilian publications, despite reports to the army and the Federal Bureau of Investigation, the "enemy-inspired rumors" continue to circulate and are believed by a large number of servicemen, Winchell claims. Many of the rumors deal with his claiming that this specific army post or that one are "concentration camps."

Some home-front soldiers write in on these kind of rumors, blessing Winchell for the revelation and offering to supplement his evidence. But the Broadway columnist says he cannot take credit for any such revelations, whether true or untrue.

The letters upbraiding the columnist—and some thanking him—are particularly heavy now that the crop from overseas have begun to flow. In a five-day period from Sunday, July 15th to July 20th, there were 20 such letters. Miss Bigman said this was a typical lot.

I examined these letters and a fact favoring Winchell's contention is that none of these writers claim to have actually heard Winchell make the statement or seen in print the insult. They have just heard the rumor from other guys and they want to know is it true?

Yet the similarity of some of the rumors, coming in as they do from widely scattered places, is pointed out by Winchell as evidence that there is method in the circulation of the rumors.

Most of the letters thus far received from overseas have come from the 2nd and the 29th Infantry Divisions in Normandy.

### REMEMBER CRACKS

Members of various units from the 29th all seem to remember a Winchell crack about how the 29th was "hiding in the hills" during east coast maneuvers several years ago. Says one division writer: "The fighting 29th now are definitely in a position to make you eat those words."

The 2nd Division, in a mimeographed newspaper circulated among their troops, ran a cartoon of a hot battlefield and their insignia thereupon, with the caption: "I wonder if Walter Winchell knows where we are now."

Eleven copies of that cartoon reached Winchell's office in the Daily Mirror building in one week.

Miss Bigman, writing "Walter's answer," said: "The men of your division have been directing their bombs at the wrong target. Mr. Winchell has never singled out any group for ridicule."

## Farm Leader Advocates Reconversion Program

WASHINGTON, Aug. 8—President James G. Patton of the National Farmers Union called upon Congress today for immediate legislation authorizing the federal government to spend up to 40 million dollars yearly to help provide full employment not only during the period of industrial conversion but during the future years. The money should be spent on a vast public works and services program, Patton said.

Often a White House adviser on agriculture matters, Patton proposed his plan as an amendment to the Kilgore-Truman-Murray reconversion bills now pending in Congress which would direct the government to invest and spend an amount less than 40 billion dollars yearly.

## NAVY COMES THROUGH IN PHILLY STRIKE



Navy buses were used to haul war workers in the first stages of Philadelphia's transportation strike. Now, however, all but 13 of the transportation system's 6,000 employees are back on the job. FBI agents are investigating causes of the tieup and assembling material for presentation to a grand jury scheduled to convene Wednesday.

## Labor Chief Sees Industrial Peace

WASHINGTON, Aug. 8—Chairman William H. Davis of the War Labor Board gazed into his own private postwar crystal ball today and saw hope, prediction and a formula for industrial peace.

Hope: that labor and industry will pull together for "full production" and the 150 billion dollars national income which experts say will mean prosperity in the peace years.

Prediction: that labor and industry having learned to make mutual sacrifices in the war years will be willing in a large sense to do business together.

Formula: basis of agreement between working men and employers defining their goals.

Davis doesn't envisage a no-strike pledge as such after the war, but thinks its existence now has paved the way for thinking along such lines.

## Teddy's Granddaughter Announces Engagement

NEW YORK, Aug. 8—Miss Paulina Longworth, granddaughter of late President Theodore Roosevelt, will be married in the late summer at Magnolia, Mass., to Alexander McCormick Sturm, the author, Mrs. Nicholas Longworth, mother of the bride-elect, announced today. Miss Longworth of Washington and Cincinnati is the daughter of the late Nicholas Longworth, former Speaker of the House of Representatives.

## Chow Theories Seem Okay When Applied To Bernarr

MIAMI BEACH, Fla., Aug. 8—This war will be the "saving of the nation" thinks Bernarr MacFadden, famed apostle of black bread and body building, who in ten days passes his 77th year with a complete faith in his prospect of living to the century mark.

MacFadden was at Miami Beach busily checking his varied physical culture depots, sanitariums and magazine offices. His steel-wool hair and occasional stretches of loose skin showed ravages of age, but he insisted inside he is as good a man as ever.

"For 50 years I've preached the advantages of using whole grain, and only now are the doctors beginning to follow me. For years I've been eating it and I feel as good as I did at 26."

The philosopher of brawn, responsive to questions about what effect war would have on the American body of the future, said he was positive that despite wounds and amputations the American male would come out of the war in better physical condition than ever he has known.

"I can't say I approve of all the things they eat and do, but the

## Busy U. S. Businessmen Turn In Drove To Taxis

By Sgt. JACK FOISIE  
Staff Correspondent

NEW YORK—"Taxi!" This impatient cry goes unanswered on many street corners today, reflecting the extent to which war-encircled Americans have turned to this form of luxury transportation.

Busy businessmen use cabs more frequently to get to and from appointments. Women shoppers, the gasoline tanks on their own autos empty, rely on taxis to reach stores and get back home again. Fun-loving night clubbers must depend on them. But most of all, taxicab operators say, they're doing business with war workers, taking them to arms plants and back home again—almost always in pools of riders.

All this means that last year America's taxicabs carried almost one and one-half billion passengers, about 50 percent more than in prewar 1941. They did this in only 48,464 cabs, compared with 55,400 two years earlier. This record was rung up, too, despite the growing age of the taxis, some repair parts problems and a serious shortage of mechanics to keep the cabs in running order.

### HIGH EARNINGS

Reports on the taxi business gathered by the Wall Street Journal from nine big cities indicate that the cabbies will do an even bigger business in 1944.

Despite the fact that some companies have found it necessary to hire women drivers, most cities report plenty of male drivers and some places indicate an excess. In Washington, for instance, the number of drivers licensed now is 8,326,

compared with 5,925 in 1941. Some of these are government workers, picking up extra dollars working overtime in the taxi business.

The reason for this driver supply is simple: High earnings.

Before the war a cab driver made 25 to 40 dollars a week, plus tips. Those were good times, too; many of them recall the depression days when they were lucky to get two or three "fares" a day. Now, in Los Angeles the average Yellow Cab Co. driver makes 9.50 dollars a day, plus tips which probably average three bucks a day.

Much the same story is told in New York. Drivers are making 70 to 80 dollars a week. Owner-drivers, of whom there are many in New



York as well as in lots of other cities, are estimated to be averaging 4,500 to 5,000 dollars a year now, or 75 to 100 percent more than before the war. Cincinnati, Philadelphia and Detroit all report the same average of about 75 dollars a week. In Washington, operators say, the "take" runs from 70 to 100 dollars. Most cabs there are driver-owned.

Such big business, plus an Office of Defense Transportation freeze on the number of taxi licenses as of September, 1942, has brought a booming black market in the right to operate a cab. Licenses originally issued by the District of Columbia for 25 dollars are being bought up by cabbies for as much as 700 dollars. Officials there estimate the cabs carry 300,000 to 400,000 passengers a day, twice the prewar number.

The taxi boom has produced another black market offshoot, too. Some cities, like Chicago, report a flourishing business in non-licensed cabs. Many small companies, particularly in the Negro district, are operating there.

### LONG HOURS

While pulling in a lot of money the cab drivers are paying for it with hard work. They always did put in a lot of hours—the maximum and apparently the minimum, too, in New York is 12 a day—but now they are hauling fares most of the time.

Biggest hurdle for the industry is repair of aging vehicles. New York operators declared that such non-functional parts as fenders and door panels are becoming extremely difficult to locate.

Ben Samuels, president of Chicago Yellow Cab Co., said only 80 percent of his company's 1,500 cabs are seeing service every day now, compared with 90 percent a year ago. These cabs have an average of 150,000 miles on them, or about three times as much as a cab normally accumulates in its short lifetime. Several cities reported that lots of cabs on their streets already have passed the 200,000-mile mark.

## Patterson Urges Army-Navy Merger At War's Finish

NORTHFIELD, Vt., Aug. 8—The merging of the Army and Navy into a single military force at the end of the war and the establishing of universal military training for the nation's youth were advocated last night by Under Secretary of War Robert T. Patterson.

"My personal opinion is in favor of a merger of Army and Navy," he said in a speech here. "Joint operations in this war have done much to change old visions and distinctions. In the future there will be much less time to prepare for battle action. This is made obvious in this war, particularly in aviation. Our geographic isolation will continue to decrease."

"Until a better age arrives let us never forget it is military power or what is back of it that decides whether a free nation is to live or perish. In my opinion we cannot maintain that necessary strength except by a system of universal military training for our youths."

Patterson, commenting on the present situation, said: "While we have the Germans on the run and the Japanese changing cabinets to excuse their defeats, which will continue to be their lot, let there be no relaxation of our war work at home."

## Somervell Views 'Beginning Of End'

WASHINGTON, Aug. 8 — Lt. Gen. Brehon Somervell, chief of the U. S. Army Service Forces, said tonight the battle of France marks "the beginning of the end" for the Germans and "can well be the last round" of the European war if Americans on the home front provide the Allied armies with the brass knucklers needed to deliver an early knockout.

"Those brass knucklers are trucks to haul troops forward, big guns and shells for big guns, tires for our planes and trucks, bombs to drop on the frightened enemy," he said.

There is a serious shortage of these items, he declared, adding that more heavy trucks are needed to move troops to the front and keep essential home industries in high gear. The air forces urgently need 50,000 more tons of big bombs, he stated, and the production of heavy artillery shells must be stepped up quickly to two and a half million a month.

Twice as many cranes and derricks are needed, he said, and more penicillin, radio and radar equipment and tractors.

The Germans are "hanging on the ropes," said General Somervell, partly because "courageous, wisely-led Americans have had sufficient supplies to give the word blitz a new meaning with an American accent."

## Giant Troopship Named For General Launched

KEARNEY, N. J., Aug. 8—The giant troopship, "General W. P. Richardson," named for the late brigadier general who was a veteran of the Meuse Argonne battle of World War I, was launched today at the Federal Shipbuilding and Drydock Company yards, where eight 2,000-ton sister ships previously have been sent down the ways.

Mrs. Louise Hampton Somervell, wife of Lt. Gen. Brehon B. Somervell, chief of Army's Service of Supply, sponsored the vessel. Richardson, who commanded American expeditionary forces in north Russia for several months in 1919, died in 1929.

The destroyer escorts Connolly and Heyliger, named for two marine heroes who died in the battle of Guadalcanal also were launched at the yards.

### Hot Grog

WASHINGTON, Aug. 8 — Black market liquor worth 700,000 dollars has been seized by Treasury agents in a nationwide drive that has effectively curbed illegal sales, the Treasury's Alcohol Tax unit reported today. The department reported an upward trend in moonshining during the first half of this year.



# THE STARS AND STRIPES (Mediterranean)

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## MAIL CALL

### Real Complaint

Dear Editor:

Mail Call seems to be open for the boys who like to throw criticism at other outfits. Some are a laugh, cause most of us over here are where the Army puts us and there's very little we can do about it.

Some of the fellows kick about the ten bucks a month more the infantry gets. I think the Airborne troops earn what they get, that the TD's, Artillery and Engineers are all in there where there's work to be done. Each outfit needs the other regardless of what it may be.

But, I have just one gripe to make and that's about souvenirs.

We come to a town and find something in a shop window for 300 lire—go back a couple of days and find it 1200 lire. Uncle Sam can keep my ten bucks, but he should keep souvenirs at 300 lire, like it was when I first paid for it. I can't understand why there are no gripes on things like that more often instead of knocking other units around, units which are doing a good job in this man's Army.

—Pvt. Lee E. Cruze

### Plans

Dear Editor:

I've been thinking a good deal lately about demobilization measures. Congress is expected to make the first order of business upon reconvening. Now is the time for suggestions and GI viewpoints.

First of all, let's spike this idea that's floating around about no discharge till a job is available. How about that? The GI Bill of Rights is law, the matter of what the discharged veteran will do is almost solved. If the theory was that the veteran would not have any means of support without a job, 20 dollars a week unemployment compensation is provided for one year, till he gets a job. Or he can go back for additional schooling at government expense. If he wants to go into business or return to his old job, the government offers loans up to 2,000 dollars at low interest rates.

Aside from that, the veterans, particularly those with overseas records, will have additional cash on hand. They will get this mustering out pay, their final Army pay and their soldier's deposit. GI's overseas have saved many hundreds of thousands of dollars through deposits, allotments and purchases of bonds.

It seems to me the criterion should be—those who have had it the toughest, longest in combat, out first. Then those with most overseas service. And last, those with most length of service in the Army. That's the least we can do for our fighting men. But let's spike this job basis as the idea behind demobilization.

—Sgt. Samuel V. Ayeroff

### Stogies

Dear Editor:

Recently an article appeared in Yank stating several million more cigars were to be set aside each month for the armed forces.

This is very misleading; it should have read, for whoever it is who gets these cigars. We sure don't get any.

It wouldn't be so bad if one could be sure of getting those sent from home. I had two boxes sent in March but they never did reach me.

Cigars are very hard to buy in the States, and it causes a great inconvenience to those you ask to get them for you.

I wish some one would see if a fair distribution couldn't be reached.

—Pfc. Floyd Mathisen

### Combat QM

Dear Editor:

I am a member of a Quartermaster Truck Battalion, hauling supplies and equipment. I should say I am one of the 15 men behind the one man on the front. In numerous instances men of this Battalion and other Quartermaster Truck Battalions have been on convoy duty hauling much needed supplies to the frontlines or getting there "fustest with the mostest."

These men were subject to air raids and bombardments the same as combat soldiers, as attested by numerous articles in reference to men of Quartermaster truck outfits being awarded the Purple Heart for wounds inflicted by the enemy. These were not won by men lying in bed but by men who were hauling supplies to the front line.

I have not read a single instance in Mail Call where a Quartermaster man was griping for more pay. Nor must this letter be construed as a "gripe." I am perfectly in accord with combat infantrymen receiving more pay. But if the War Department sees fit to give added pay to an infantryman back in the States because he happens to win a badge for doing normal infantry duties, then why are men actually operating on the frontlines, under real combat conditions, omitted?

This pay could be given only to Quartermaster Truckmen who have been awarded the Bronze Star battle participation award, and there are quite a few of them. In my opinion, this is no more than fair.

—M-Sgt. Julius J. Simon

## When In Rome

### Today

#### STAGE

"The Wotnots," ENSA musical comedy at 1830 hours; Argentina Theater, Largo Argentina. No tickets required.

#### SCREEN

ARC Movie House: Barberini, Piazza Barberini, 1500, 1700, 1900 hours. "Corvette K," with Randolph Scott, Ella Raines. Admission free. ENSA Supercinema, Via Nazionale and Via Agostino Depretis. Noel Coward's "This Happy Breed." Continuous from 1200 hours. Last showing 2000 hours. Admission free.

#### CONCERT

ARC Movie House: Barberini, Piazza Barberini, 2000 hours, Wednesday. Miss Edwina Eustis, mezzo soprano, and Miss Marion Carley, pianist. Light popular, semi-classic selections. Americans with British guests.

#### OPERA

Royal Opera House, Via Viminale. Grand Opera Season, Today, 1730 hours—"La Boheme." Thursday, August 10, "Rigoletto." Saturday, August 12, "Aida." Tickets from 25 to 300 lire, obtainable at box office, open daily 0930 to 1800 hours.

#### CLUBS

Visit the ARC EM Club, Cassino della Rose. Conducted tours at 0930 hours and 1430 hours plus daily activities. 1900, Dance—6th Gen. Hosp. Orch.

ARC Officers' Club, Hotel Barberini, Piazza Barberini.

British Officers' Club, "Trocadero," Villa Medici.

Catholic Club for Allied forces; Via della Conciliazione. Tours of Vatican and Rome daily.

Polish Club, open 1300 to 2100 hours, 235 Via Panisperna.

#### RESTAURANTS

GI Restaurants open 1130-1430, 1800-2030 hours.

Ristorante Roma, 28 Piazza Poli.

Ristorante Amedeo, 17-19 Via Fabio Massimo.

Restaurant for American Officers, Nurses and uniformed guests; open 7 Via Parma.

Ristorante San Carlo, 120 Corso Umberto.

Air Forces Rest Camp Restaurant—Largo Theater Vale, 1100 to 1930 hours.

#### EXHIBITS

Polish Exhibit. Customs, History, Art and Army. Popolo di Roma.

## YANK about ITALY

All day, Chiaese sits by a workbench and makes noses among other things. Forty-five years ago he learned the art of carving cameos from his father, who learned from his father. Chiaese, one of Italy's leading engravers, works at the Coppola factory on Via G. Filangieri in Naples. Tony Coppola, who speaks English well, owns the 80-year-old business in partnership with his nine brothers. He knows this ancient craft as well as does any university professor.

The cameo, as a distinctive form of art, was introduced to its ritzy gem relatives in Greece in 323-30 B. C., which is a good many more years ago than your induction into the Army. Everybody, up until that time, had been carving figures into single-color gems, so the Greeks, who were always breaking away from artistic precedents, did it differently. They effectively used quartzes with two layers of colors.

### Primary Grades . . .

"We make our cameos from two primary grades of sea shells," said Tony. "The Madagascar for the best grade; and the Zanzibar shells for others. We get some from the Mediterranean area also, but these are very poor in quality. Other shells come from Alaska, Japan, New Zealand, and Australia. Of course, cameos are expensive now, because we can't get supplies.

"Shells have two natural colors, brown and white or red and white. The brown and white shells are called sardonyx—red and white, carnelian. The deeper the colors are the more expensive it is. You can tell a good cameo from a bad one by noticing the color and the figures. If the shell is a poor one, an engraver will not spend much time on it. It takes anywhere from an hour to one month to make a cameo.

"Another difference between good and bad cameos is the heads. Only the best engravers will make classic heads like Mars, the Three Graces, Hercules, Venus and others. They are very difficult because the engraver must follow the copy exactly.

"The cameo is made first by sawing out a piece of shell. Then, by special cement, the piece is attached to the end of a round stick. Chiaese, demonstrate please," he said in Italian. Chiaese demonstrated. "Now begins the actual work. First, all spotted parts are filed off, leaving a smooth surface. Then, a rough sketch is made. Then begins the carving. It takes 18 different-sized awls to make a cameo. After the cameo is finished it is polished with pumice and oil."

### Price Range . . .

Prices of Coppola's cameos range from three to 100 dollars. The more expensive ones are kept only as mementoes. One of Tony's prized pieces is the miniature plaque which his grandfather made 80 years ago from volcanic lava.

The four engravers in the small Coppola shop were busy turning out cameos. One was carving out an eye. Another was putting curls in hair. A third was rounding a girl's cheek. But Chiaese—he was working on another nose. The one now under his tool was classic Greek. Slowly, carefully, he fashioned a tiny delicate line on the cameo. He looked up at some soldiers who were watching him, smiled, added a distended nostril to the creation and wasted the next few minutes staring at the palms of his hands. Wooden handles of tools, which he had used for the past 45 years, had produced ugly sores and callouses. He eyed the wounds, looked up at the soldiers and smiled again. Picking up an awl, Chiaese went back to his immediate task of completing one of the finest cameo noses in Italy.

—Sgt. Harry Shershow

### Camp Kohler Closed

WASHINGTON, Aug. 8 — The Army plans to close Camp Kohler in Sacramento County, California, Sen. Sheridan Downey (D., Calif.), said today. The camp will be terminated and disposed of as surplus Army property, he stated.



How would you like to sail down the Mississippi on a raft with such a Huck Finn as Gloria Guerrieri? Guides on the St. Lawrence River have chosen Gloria as "Miss Huckleberry Finn" because she is most typical of young fishing enthusiasts thereabouts. (Acme)

### HOME FOLKS

## Ol' Man River Rolls Along Despite War's Changes

By Sgt. RALPH G. MARTIN  
Staff Correspondent

CAIRO, Mo.—Old Man River just keeps rolling along, but the war has changed some of the scenery. For one thing, there are no more packet boats—those old-fashioned, fancy triple-deckers that date back to the Mark Twain days. The last one, the "Golden Eagle," is resting quietly on the Mississippi outside of St. Louis, waiting for the war to end.

"I just can't get any roystabouts or even a cook . . . they're all working on the barges," explained white-haired, 300-pound Captain "Buck" Leyhe, who is "over 71."

Gone are the days when Cap'n Buck stood in the pilot house bawling out orders in his foghorn voice to a crew of 50 on a leisurely trip down to New Orleans. (In those days the packet boats made approximately 75 stops on a trip like that, selling wholesale foodstuffs and clothing to local river-town merchants). Gone too are the days when he hauled a cargo of 1,917 head of livestock in one boatload—"that was a record; 30 carloads worth"—or transported 50,000 bushels of wheat every week.

#### MERE PEANUTS

"All that was peanuts compared to what these new barges are carrying now," said the cigar-smoking oldtimer. "Now a single towboat can push a block of 30 lashed-together barges loaded with 27,000 tons of coal."

A just-released statistic reveals that 1,600 towboats and 5,000 barges on the Mississippi carried more than 133 million tons of war material freight in 1942. Since then the total figure has skyrocketed much higher. In fact, river traffic has become so all-important that the government has just built 21 super-duper towboats—each with 24,000 horse power—at the cost of a million bucks apiece. The Army designed them, the Navy supervised construction, and the Coast Guard tested and okayed them.

This is today's trend, and tomorrow's.

But in Cap'n Buck's yesterday, barges were second-raters and packet boats carried the bulk of river freight.

He had a whole fleet of "Eagles" then—Young Eagles, Spread Eagles, Bald Eagles, Gray Eagles—each of them the same size, 400 feet long and 68 feet wide—racing along at 14 miles an hour.

"And I do mean racing," said Cap'n Buck, reminiscing about the

time the Golden Eagle beat two California packet boats in a 128-mile race, the Golden Eagle making it in nine hours and ten minutes.

But that was a long time ago. The Golden Eagle isn't racing anymore; she isn't even moving. Back in June, 1941, she hit a submerged dike near Chester, Ill., and settled halfway in the water.

They raised her, fixed her up again as best they could, and she sailed for another couple of seasons. She was 35 years old then.

#### TOOK HUGE LOSS

Cap'n Buck's other packet boats—the whole fleet of them—were anchored in the Tennessee River 20 years ago when a surprise drop in temperature froze the rivers. It was a half million dollar loss.

That was just about the time when the river boat companies started closing up one by one. Due to the sudden sprout of highways all around the country, the trucking companies were able to grab off the biggest piece of the freight trade. By 1929 the Eagle Packet Company had a monopoly of what was left of the Mississippi short haul freight.

"Even we stopped hauling freight in 1933," recalled the captain. "We concentrated on passenger trade, mostly folks from the big city, people who wanted to get away from it all."

The Golden Eagle made regular excursion trips through the summer going up and down the murky Mississippi River on week-long trips while the Chicago-St. Louis-New York passengers ate Jambalaya for breakfast (spiced rice, tomatoes and meat) prepared by expert Negro chefs. This Eagle—the only one left—became a river tradition, something for the curious tourists to look at, something that seemed out of place, like a Model T Ford on Broadway.

"Everything is different," ruefully remarked the captain. "It's the war." He told how the Army engineers had come in and dredged the channels, marked and chartered the mysterious Mississippi until it's now as clear and safe as a paved highway. They did that because the river's now a regular avenue for a number of LSTs and smaller sister landing craft and even an occasional submarine.

With all this war traffic, Old Man River has lost most of his old-time picturesqueness. It's become strictly big business.



# Florence: City Of Art And Signorine

## Medici Mob First Used Three Pawn Balls Here

By Sgt. EDGAR CLARK  
Staff Correspondent

Entry into Florence by the 8th Army gives the Allies the heart of Italy and one of the greatest art and intellectual centers in the world.

For it was in Firenze, the "flourishing," straddling the winter-swollen and summer-sluggish River Arno where it flows between the foothills of the central Apennines, that the greatness of Greece and Rome was hot-housed to the magnificent period of the Renaissance and passed on to the modern world.

Even in its boom times in the 15th and 16th Centuries, Florence depended more upon the arts and commerce to make her way in the world, confining dreams of empire, if any, to intermittent subjugation of her neighboring cities of Pisa, Lucca, Siena and Livorno, lesser centers of Tuscany.

Many an army, Spanish, French, Papal, Neapolitan and Austrian, marched through the city's gates, but they were soon either bought off or persuaded to leave and Florence returned, without missing a stroke, to the business of producing artistic treasures for a latter-day world amid a then-present internal tumult of intrigue, assassinations and signorine.

Today, a quiet city of just under 300,000 population, Florence swelters under temperatures of over 100 degrees in the summer and often below freezing in the winter, saving her springs and autumns for the lesser activities of making pottery, straw hats and candy, and the principal business of handling tourists who come from all over the world to see the art work of such lads as Leonardo da Vinci, Michelangelo, Raphael, and to walk the streets where Dante, Boccaccio, Galileo and Benvenuto Cellini made good.

### Reeking . . .

Reeking with historic churches, squares, halls and palaces, the ancient Tuscan town which traces its history back to 1000 B. C. has had enough frescoes, statuary, bronzes and paintings crammed within a few square yards to set first-rate museums in other countries up in business for life.

The buildings, pictures of which keep the postcard salesmen off the breadline, are still very much present. The 308-foot local skyscraper, the Palazzo Vecchio whose tower rises out of the square stone fortress in the heart of past and present downtown Florence, could be found by Braille.

And right out in front of the Palazzo Vecchio, in the Piazza della Signoria, there's a bronze plaque marking the spot where the great Dominican monk and poet Fra Girolamo Savonarola, initiator of a briefly popular reform government which frowned on whoopee, drinking and signorine, was toasted at the stake in 1498.

The Medici—a name as great as Florence—were the first dictators of Renaissance Italy who knew their business. Really bankers, they were also the first pawnbrokers of the world, had as their coat of arms the familiar three golden balls. The first of the Medici, sharp old Giovanni, took over the city votes by the smart move of cutting down the taxes on the poor and soaking the rich. As proof of the popularity of this move, the Medici were top dogs in Florence, except for relatively brief periods of reaction, until early in the 18th Century.

### Medici Generous . . .

For all their tyranny, the Medici did a lot of good in spite of themselves. Their gold florin—from the city of the same name—became standard European exchange. They built up quite a fleet, gave this business to pirates holed up at Bone in North Africa, and made Leghorn, of Livorno, from a pint-sized no account fishing village into the sizeable port that it still is today.

Greatest of the Medici was Lorenzo the Magnificent, who strutted his stuff in the latter half of the 15th Century. This lad immortalized his family name, was a statesman, poet in his own right. As a patron of art and science he made his city the center and hot spot of the Renaissance.

Lorenzo's biggest find in the art world was Michelangelo, but his discovery of this great master of painting and sculpture was pure accident. Young Mike had made an excellent copy of the head of a faun, after the Greeks, which his friends had buried in the garden

at Lorenzo's palazzo. Getting a tip that there was some fine antique sculpture right in his own backyard, the Magnificent was present at the unearthing of Mike's faun head. After Lorenzo got over raving about his find, Mike's friends told him that it was the work of a 13-year-old kid. From then on, Mike had it made.

In their course of painting, chiseling—on their patrons as well as on marble—and studies of the philosophies and sciences, the big guns of the Florentine Renaissance often pulled hitches in the various armed forces of the era.

### Dante Served . . .

Not the least of these was Dante, author of the "Commedia" and one of the greatest writers of all time, who took part in the current Guelph and Ghibelline fracas, while dreaming of his Beatrice whom he immortalized in his writings. Michelangelo, whose Goliath-like "David," now at the Bargello on Via Proconsolo, ranks as one of the super-duper examples of marble chipping in history, also pitched into military affairs by assisting with fortifications of Florence when not down in Rome interior decorating.

Then there was Benvenuto Cellini, great lover and No. 1 hell-raiser of the Renaissance, first expert on V. D. (which he termed the "French disease") who scrambled from Florence time and again when mixed up in some such minor little thing as an assassination over a prince or a signorina.

Almost all artists are characters and the immortals of Florence were no exceptions. Take Paolo Uccello—one of the great developers of perspective in painting. He was the boy who would wake his wife in the middle of the night with "darling, do you know what's wonderful?" His wife would open her big luscious and sleep-laden eyes and say, "No, what?" All the answer she'd get would be "perspective" and Paolo would roll over and go back to sleep. And all he did in the daytime was to take an armload of cheese to the attic and paint. Some of his not so cheesy work is the Duomo, or Cathedral, far-famed for its handsome Campanile and its dome by Brunelleschi, first architect of the Renaissance.

Another playboy was Fra Filippo Lippi, who in need of a model



The famous Benozzo Gozzoli painting of Lorenzo M. de Medici as a youth. Lorenzo, poet, great lord, patron and discoverer of Michelangelo, died in 1492 at the close of Florence's greatest period.

for angels on frescoes at Santa Maria del Carmine, on the south side of the Arno at Piazza di Carmine, persuaded the mother superior of a convent to let him use a beautiful nun during the art work. When little angels began to appear in the flesh as well as in paint, Fra Filippo Lippi and friend left town. He was considered such a good painter, however, that he was eventually excused.

### Plenty To Do . . .

Breathes there a soldier who hasn't had enough of tramping around on his dogs and would like to walk the streets of the masters and see some of their works, he can find plenty to do to keep him off the vino in Florence. Over behind the Cathedral he can sit on the same stone on which Dante used to park himself to moon over Beatrice during the summer evenings, or he can trot over to the Or San Michele, the ancient corn exchange on Via Calzaioli, and see some work of Donatello, No. 1 sculptor of the Renaissance. Most of the museums will probably be empty of all but frescoes and works too massive to move. Those famous for their enormous and priceless collections in prewar days were the Galleria dei Uffizi, south of the Piazza della Signoria; the church and museum of Santa Croce in

Piazza di Santa Croce; the Archaeological Museum on Piazza dell' Annunziata; and the Pitti Gallery, across the Ponte Vecchio on the south side of the Arno. Then for just plain rubber-necking for Americans, there's the road along the north bank of the Arno, called Lungarno Amerigo Vespucci, in honor of the navigator, native of Florence, who gave his name to what Columbus found.

But the city isn't all relics and museum pieces. The main drag of today is Via Tornabuoni, lined with stores and shops. It was a wise soldier that put off his souvenir buying while around the phoney cameos and sad samples of coral in Naples and southern Italy, because in Florence, if any place in Italy, he stands a chance of not paying gyp prices at the beginning, anyway.

In the trinket line, Florence is known for mosaic pieces, marble sculptures, picture frames, wood carvings, majolica—that glazed and richly colored Italian pottery—and antiques. If still operating, good places to do some shopping with less chance of getting stuck are: marble sculptures, at Frilli's, 4 Via del Fossli; majolica, at Società Ceramica Richard Ginori, 7 Via Rondinelli; leather and jewelry, at Casa Guidi, Piazza San Felice; antiques, at Volterra's, 12 Via

Tornabuoni, and at Galleria Peroni, 4 Via Tornabuoni.

The local drink—besides vino—is some cinnamon and clove doctored brew, called Alkermes. The city also used to have a nine-hole golf course at Ornannoro on the Prato Road, several tennis courts and a couple of places to dance. Best of the jitterbug joints are Rajola's on Via della Vigna Nuova, and Frosini's at Piazza del Capitolo, according to gents in the know.

Some say that the signorine are prettier in this Tuscan city which for a few short years in the last century was capital of the Kingdom of Italy. That's a matter of opinion. And besides its other attractions, Florence is the place where Italian is spoken as she ought to be spoken. Beautiful signorine, beautiful city—what more is needed?

## Famed Art Pieces Found Near Front

ROME, Aug. 8 — Botticelli's "Primavera" and other world famous paintings have been discovered in a castle belonging to the late Sir George Sitwell of Chesterfield, father of England's most unusual literary trio—Osbert, Edith and Sacheverell Sitwell.

When the masterpieces were discovered by troops of an Indian division of the 8th Army in Pesa Valley, the enemy was less than 2,500 yards away. Subsequently, Nazi shells dropped near the castle, but no damage was done to the paintings, beside which Italian peasants had set up their mattresses.

Now under care of the Allied Military Government, the staggeringly valuable collection includes, besides the "Primavera," Botticelli's "Coronation of the Virgin," "Santa Anna," only painting in existence by Massaccio; three madonnas by Andrea del Sarto; "The Coronation of the Virgin" from the San Marco, by Fra Angelico; "Battle of San Romano," by Paolo Uccello; two madonnas by Cimabue and Giotto; altar pieces by Duccio, Lorenzetti and Simone Martini; "Coronation of the Virgin," by Fra Filippo Lippi and "Descent From the Cross," by his son, Filippino Lippi.

An Italian professor in the vicinity, who identified himself with the art galleries in Florence, said the pictures had been removed from the Tuscan capital after the first bombing and that the Germans had refused transport when the battle approached the castle.

The castle itself is worth a story. Officially known as "Castello di Montegufoni, Montagnana, Val di Pesa," it is called "Lord Sitwell's Castle" by all the peasants living nearby. Its visitors' book is filled with well-known literary names, among them "D. H. Lawrence." Its library is full of Sitwelliana, including a copy of Osbert Sitwell's "Before the Bombardment," in which he has inscribed to his mother, "I implore you not to lose or lend this book." Invitation cards to teas lie around and knights in armor stand in the hallways.



The Piazza Annunziata. In the background is the Church of the Annunziata with its portico done by A. Sangallo (1599-1600). To the right is the famous orphan asylum of Florence—first in Europe—limited to the legitimate offspring of the poor. The building is known for its terracotta lunettes of babies (between columns) by Andreas Della Robbia.



# LEND ME YOUR EARS

BY JIM BURCHARD

NAPLES, Aug. 8 — The major question in American boxing circles concerns Joe Louis' ability to retain his title once he returns to civilian life.

Joe was 30 last May 13. He'll be 31 or 32 when he straps on the gloves for cash instead of Special Service exhibitions. He's a bit overweight, and a good many young warriors will be after his scalp. A year or two on the GI circuit without a single tough opponent won't sharpen his eye or his punches.

What does Joe think about it? We put the question squarely up to the champ.

"In the first place," said Louis, "I'm not thinking of retiring. A lot of heavyweights have been pretty good when they were a lot older than I am. Give me three or four months on a regular diet, and I'll be in shape. On a tour like this you get irregular meals and not too much sleep."

"When I do fight again as a civilian, I want Billy Conn. That boy has been doing a lot of talking. He gave me plenty of trouble, and I still get a lot of kidding about that one. If I can handle Conn, I'll make other plans. But I really want to take on Conn first of all."

Louis cites the records as proof that he's not an ancient fighting man at the ripe old age of 30. As he pointed out:

## Days Of Yore

John L. Sullivan won the title at 31 and lost it at 34. Jim Corbett blew the duke to Bob Fitzsimmons at 31. Fitz was 35 at the time, and 37 when he was knocked out by Jim Jeffries. The famous Jeffries retired undefeated, then came back at 35 to get slapped around by Jack Johnson.

Johnson, the wonderful colored heavy was 30 when he smacked down Tommy Burns for the crown. He was 37 when he bowed out to Jess Willard in Havana. The pictures of the knockout show Johnson lying peacefully on his back, holding his arms over his eyes to shut out the burning Cuban sun. There was a good bit of comment on that KO.

Willard the giant had passed the 32 milestone before he finally ascended the heavyweight throne. At 36 he was pounded to a pulp by a lean, hungry Jack Dempsey at Toledo, Ohio. Tunney trimmed Dempsey at 28, and Max Schmeling was 25 when he won over Jack Sharkey on a foul to fill the vacancy left by Gentleman Gene.

Age, it seems, doesn't mean too much in the fine art of pugilism. Fitzsimmons was hot stuff at 45. In fact, he didn't hang up his gloves until he fought a six-round no-decision bout with one KO Sweeney. At the time Fitz was 52 years old.

## Men In Uniform

Rated off the records, Louis at 30 has no need to worry about the old guy with the scythe. Aiding and abetting his cause is the fact that many more good heavyweights also are sweating out the war in uniform and wondering if they'll be able to get back in their old socking trim. Conn is a member of this clique.

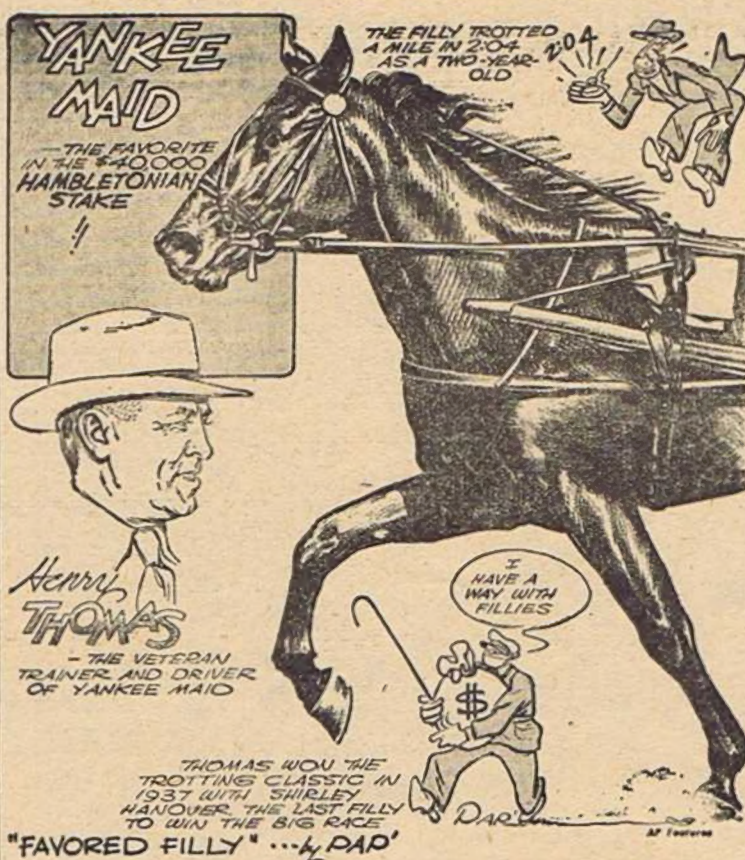
Joe has no hopes that he'll be able to meet Conn while they're soldiers. And he isn't particularly interested in Freddie Mills, the Britisher who's been doing so much vociferous challenging.

"Mills is just a good light heavyweight," said Louis. "His manager is doing all the shouting. I don't think Freddie even knows about it."

Right now Joe would like to find a few extra-special heavyweights around Italy who can give him a tired workout. He's somewhat tired of "carrying" volunteers for exhibition waltzes. Told there was an Italian named "one Ton" Tony Galetto, almost a dead ringer for Tony Galento, in Naples, Joe was all enthusiasm.

"Where can we find that guy?" he asked. "Even socking somebody who looked like Galento would be half as good as seeing the States again. Maybe I'll be ready for Conn sooner than I expected."

## THE LADY STANDS BIG CHANCE



## 18th Hambletonian Back With Yankee Maid Choice

GOSHEN, N. Y., Aug. 8—Yankee Maid, bay filly owned by A. L. Derby, is the favorite in the 18th annual Hambletonian which returns to this little town in the foothills of the Catskill mountains tomorrow after being run at Empire City race track last year because of transportation difficulties. Eleven horses are expected to start in the Kentucky Derby of trotting on the kite-shaped Good Time track.

The Hambletonian will be the feature of a three-day meeting of sulky pullers which opens today with the Hopkins Memorial for juveniles and closes Thursday with the 4,000 dollar trotting derby for aged horses.

Henry Thomas, Lexington, Ky., will drive Yankee Maid and hopes to pilot the first filly winner across the finish line since 1937 when Shirley Hanover triumphed. Only six fillies have won the event, but this year five of the 11 probable starters are ladies.

Enac, owned by Bill Can who operates the Good Time track and Rose Dean, owned by Gibson White, Alken, S. Car., are second choices in the 42 thousand dollar run. Harry Whitney, of Alken, will drive Enac, while Rose Dean will be handled by the daddy of all sulky drivers, Ben White, the only man to win the Hambletonian four times.

White will be after his third straight victory. He was behind Ambassador in 1942 and the ill-fated Volo Song last year. Previously he had scored with Mary Reynolds in 1933 and Rosalind in 1936.

Besides Yankee Maid, Enac and Rose Dean the following are expected to start: Foster Hanover, Fighting Scot, Rapid Hanover, Eva's Boy, Emily Scott, Princess Juliana, Ruth's Day and Lidimite.

## NYU Resumes Football With All-East Schedule

NEW YORK, Aug. 8—NYU will return to the grid wars this fall with a six-game schedule, according to an announcement by Al Nixon, graduate manager of athletics. New York University, which in the past has brought opponents from all sections of the States to play in the vast Yankee Stadium, will meet only eastern foes this season and all home games will be played at tiny Ohio Field.

The Violets will open October 14 with Temple at home, then play Boston College, Oct. 20, away; CCNY, Oct. 28, home; Bucknell, Nov. 4, away; Swarthmore, Nov. 11, home; Brooklyn College, Nov. 18, home.

## St. Louis Flyers Join American Hockey League

NEW YORK, Aug. 8—The American Hockey League was increased to seven teams today with the granting of a franchise to the St. Louis Flyers, league president Maurice Podoloff announced after the annual meeting.

The season will last from October 7 to March 18, Podoloff said, with each team playing 60 games, 30 at home and 30 away.

## Browns Take Two, Boost League Lead

### Yankees Also Triumph In Doubleheader As Lindell Hits Two Home Runs

NEW YORK, Aug. 8—The Browns increased their American League lead over the second-place Red Sox to six and one-half games, largest margin of the year, as Luke Sewell's club erupted for six runs in the sixth inning of each game Sunday at St. Louis and beat the Indians, 9-6 and 6-4.

Ray Mack, Indians' second baseman who made three errors Saturday night, was the goat again in the first game with two more miscues. He booted Vern Stephens' grounder in the second inning and Gene Moore's triple followed by Al Zarilla's long fly scored two runs and erased Cleveland's one-run lead.

Johnny Lindell's 11th and 12th home runs of the season gave the Yankees a double victory over the Athletics at Shibe Park, 6-1 and 1-0.

Lindell's homer in the fourth frame of the opener broke a 1-1 tie and the champs went on to get four more off starter Luman Harris and relief pitchers Don Black and Carl Scheib as Atley Donald coasted to his 11th win of the season.

The Tigers put on their hitting togs and blasted the White Sox in both ends of a doubleheader, 10-3 and 3-1. Dizzy Trout became the third hurler in the majors and the second Tiger twirler to win 17 games when he turned back the Pale Hose in the second game.

In the National League, the Pirates broke the Cubs' winning string at 11 straight when they beat Jolly Cholly Grimm's hotshots twice, 13-5 and 5-4, and dropped the Bruins into fifth place. Five Chicago pitchers saw action in the first game with Paul Derringer taking the loss.

The Cards and Redlegs went 14 innings before the National League champs won, 5-4, at Cincinnati. Max Lanier, who relieved starter Ted Wilks in the 13th, opened the 14th with a single and scored the winning marker.

NEW YORK, Aug. 8—The induction of Rollie Hemsley, 37-year-old first string Yankee catcher, has been delayed a month, it was announced today. Hemsley, father of two children, was scheduled to leave for induction today, but delays caused by the transfer of papers from the Vienna, Mo., draft board to New York, caused the postponement.

Talbert Finally Defeats Segura In Tennis Final

CLEVELAND, Aug. 8—Billy Talbert, Indianapolis tennis ace who has bowed to Pancho Segura in the finals of five tournaments this summer, finally beat the Ecuadorian ace today in a USO benefit program. Segura won the first set, 8-6, but was shaken up by a stumble on the slippery court near the end of the opening set and never regained his form. Talbert grabbed the next sets, 6-0 and 6-2.

## Streak Ended

BUNKER HILL, Ind., Aug. 8 — Iowa Pre-Flight baseball team's 24-game winning streak was snapped here yesterday when Bunker Hill Naval Air Station shut out the Seahawks, 6-0. Dick Hoover, 19-year-old Bunker Hill southpaw, allowed four hits, fanned eight and was never in trouble.

## Even Ol' Diz Sometimes Needed Help

That game I beat Pittsburgh in 1938 (Sept. 27) was just about as big a day as I ever remember. I never had nothin'. I wasn't even supposed to pitch. I was on the inactive list or somethin' and Gabby Hartnett came in the clubhouse that day and you know how he twirls that big seegar around in that red face of his (I like ol' Gabby, even if I did call him a pickle-puss in Wichita, which he was, because he bawled me out right in front of all the players and people a-gazin' at me and fined me 100 dollars) and he said: "Dean, you're the pitcher."

I said: "Fine," but I thought he was kiddin' and then Larry French and Herman and them said: "He ain't foolin', Diz, you're pitchin'." I couldn't break a pane of glass and I knew it, but I pitched.

They finally had to get me outta there in the ninth and I was leadin', 2-0, and Bill Lee went in and the first pitch was a wild one and a run scored, but he hung on and they didn't score again and boy, I felt like a million. Ol' Diz saved many a game for Cardinal pitchers in his day and here was a guy who saved one for me and I told him, I said: "Lee, you're a great man," and he was a helluva guy and a swell pitcher.

Oh say, I'm forgettin' about the best day of all, although there was nothin' like the Series of 1934, but the afternoon I struck out 17 Cubs wasn't no ordinary day either.

That was July 30, 1933, and nobody's broken the record yet. Frisch had only been manager a couple days — he took Gabby Street's job — and Guy Bush started against me and nothin' ever occurred to me 'bout this bein' a big day. Hell, Koenig doubled and Herman singled in the first inning, and I was losin' 1 to 0 'fore we ever came to bat. Frisch had two guys warmin' up. He didn't know ol' Diz so well then.

We had the biggest crowd in

two years in Sportsman's Park, almost 30,000, and I come in off the field the end of the first inning and Frisch said: "I'm sendin' you to the bullpen next inning if you don't get better" and I told him: "Hell, you worry about gettin' a couple of runs. I just didn't warm up good."

Well, Bush was the only man I didn't strike out on the whole Cub team.

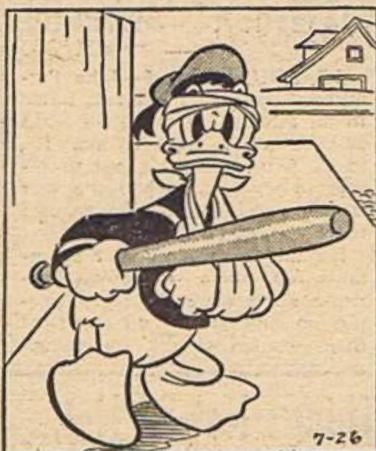
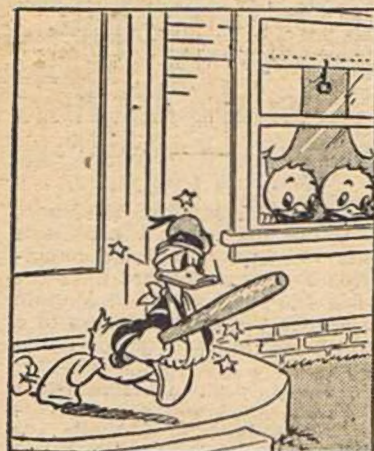
I didn't know nothin' about breakin' a record, understand, 'cause I was just a pitchin' away and Jimmy Wilson was catchin' and he never said a word and neither did anybody else. Hell, I might-a broke the record for consecutive strikeouts if some-body'd told me what I was doin'. Just like I could-a pitched a no-hit game in Brooklyn that time Paul did, 'cept nobody said nothin'. We'd a had a double no-hitter and no brothers ever did that before.

(In tomorrow's article, which ends the series, Ol' Diz tells about his record-breaking game.)



# DONALD DUCK

(Courtesy of King Features)



# By WALT DISNEY



# LOST AND FOUND

The following items were found in mail boxes and have been turned into Lost and Found:

Wallet belonging to Lt. Walter C. Peplau.

Tan leather wallet, property of Pvt. Earl L. Demes.

Papers and identification cards for Capt. W. A. Moss, Cdn. Army.

Paybook bearing name Laurence R. Schill.

Clippings and photos belonging to T-4 Albert R. Knapp.

Papers, telegrams, photos and Red Cross identification, property of Osmond Domaille Mahy, British Army.

## LOST

Black leather billfold containing 4000 lire, some pictures, and pay book.

Pfc. Hoyt Entekin.

Light brown leather billfold containing officer's identification photo and Allied papers. About 2000 lire.

Capt. H. Robertus, Jr.

Argus F 4.5 lens, 35 mm. camera. This camera was left in a jeep which gave a lift to three officers. Driver will be rewarded.

Pvt. P. C. Hecker, Jr.

Orange celluloid cigarette case, with photos on the sides. Photos irreplaceable. You may keep cigarettes.

Pfc. John Pulak.

Will the GI who took a combat jacket, checked with tag number "303," from the EM ARC cloak room please contact Miss Verna Johnson, ARC, at the Villa Borghese Gardens.

## UNDELIVERED LETTERS

Mr. Mitja Svigel, Pvt. Alex Gershel, Cpl. Casimir Grodzicki, Gordon Grant, WC, M-Sgt. John A. Jackson, Pvt. Edward J. Kingsley, Pvt. Robert S. Kennedy.

## FRIENDS AND RELATIVES

(The name of the person being paged is printed in capitals).

Frederick C. Jones, FRANCES AY-  
NON, ANC and MARGARET Mc-  
NAULTY, ANC; Pvt. A. L. Church,  
Maj. JAMES S. PERCY; Lt. Irene  
Miller, Capt. CAESAR STEVINSKI;  
Pvt. Forest J. Carbaugh, MARTIN J.  
SABINO.

Mrs. Rose Pinco Bianchi, her sons  
REYMONDE and MORRIS BIANCHI;  
Helton Clyde, JASPER BLANTON;  
Sgt. Beecher E. Lankford, JOHN  
COOK; L. Gorell, the twins, FRANCO  
and GINO GORELL; Wallace D. Mc-  
Clure, CHESTER LEWIS; Mr. Philip-  
po Ridolfi, Pvt. UGO RIDOLFI; Cpl.  
Ben F. Bruges, Cpl. RICHARD F.  
PROKASH; Pvt. James Shearer, EARL  
SHEARER; Cpl. Ben F. Bruges, Cpl.  
RUBEN H. THOM.

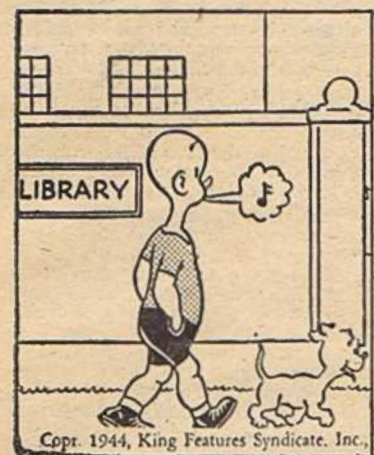
# RADIO PROGRAM

5TH ARMY MOBILE A. E. S.  
WEDNESDAY, AUGUST 9TH

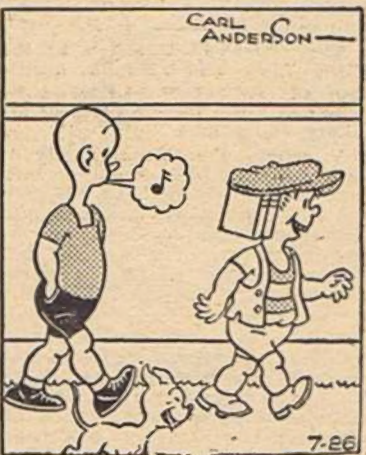
- AM  
6:00-Reveille Revels  
6:30-News (BBC)  
6:45-Reveille Revels  
8:00-News (BBC)  
8:15-Sign Off  
10:00-Sound Off  
10:15-Bulletin Board of the Air  
10:30-Tune Tonic  
11:00-Lunch'n With Lopez  
11:30-Melody Round Up  
11:45-Junior's Jive Session  
PM  
12:00-News Highlights  
12:15-Personal Album  
12:30-Music by Kostelanetz  
1:00-News (BBC)  
1:15-GI Jive  
1:30-Platter Chatter  
2:00-Music of the Masters  
2:30-The Juke Box  
3:00-News (BBC)  
3:15-Hawaiian Melodies  
3:30-The Lone Ranger  
4:00-Radio News Reel (BBC)  
4:15-Eddie Duchin at the Piano  
4:30-News (CBS)  
4:45-Songs By Lena Horne  
5:00-The Rhythm Club  
5:30-Carnival of Music  
6:00-World News (AFRS)  
6:15-Evening Prayer  
6:16-Fred Waring  
6:30-Mail Call  
7:4-Burns and Allen  
7:30-Kay Kyser  
8:00-Ole' Oaken Bucket  
8:00-News Highlights  
8:05-Red Skelton  
8:50-Spotlight Bands  
9:45-News  
10:00-Comedy Caravan  
10:30-One Nite Stand  
11:00-News  
11:15-Musical Tour  
11:55-News  
12:00-Sign Off

# HENRY

(Courtesy of King Features)



# By CARL ANDERSON



# THE FLOP FAMILY

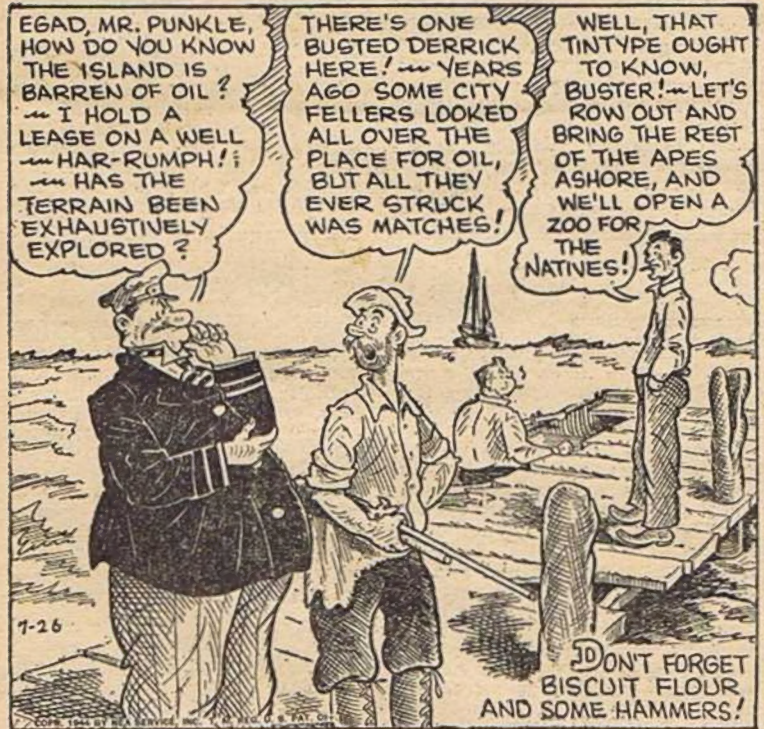
(Courtesy of King Features)



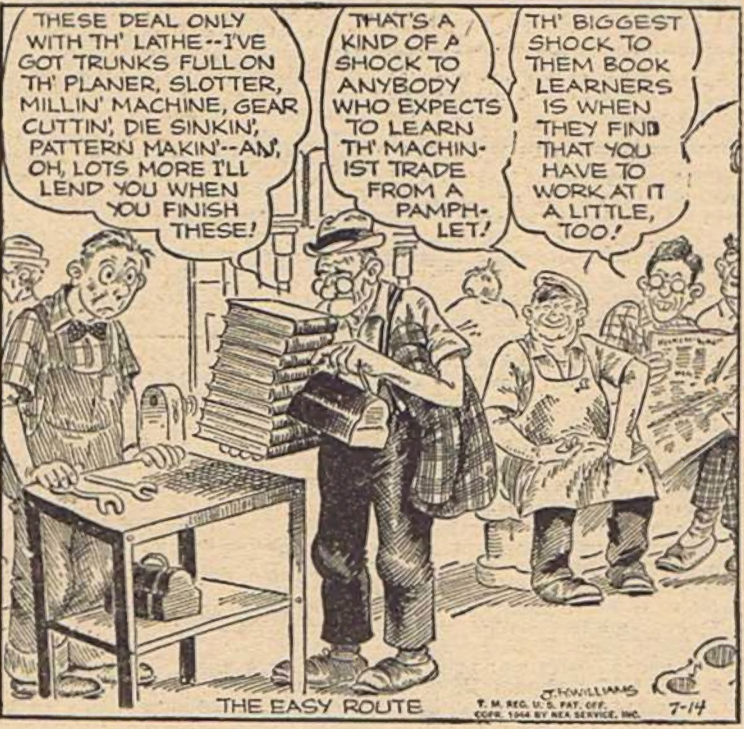
# By SWAN

# MAJOR HOOPLE

(Courtesy of NEA)

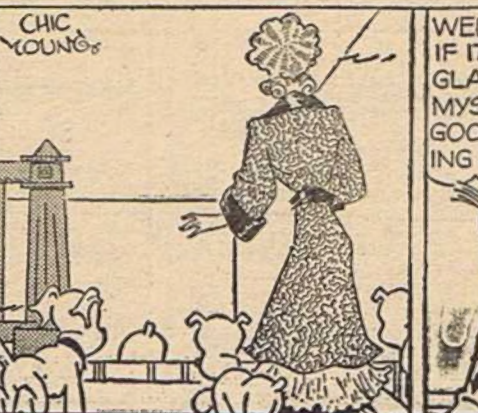
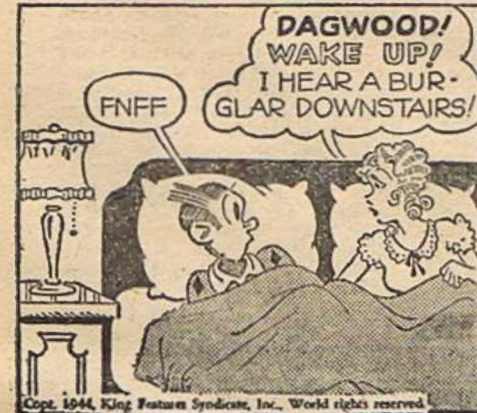


# OUT OUR WAY (Courtesy of NEA) By WILLIAMS



# BLONDIE

(Courtesy of King Features)



# By CHIC YOUNG



## Maj. Gen. Johnson Will Leave Rome For New Command

ADVANCED ALLIED HEADQUARTERS, Aug. 8—Maj. Gen. Harry F. Johnson, who has been relieved as Rome Area Allied Commander to accept an important assignment with troops, today was awarded the Legion of Merit by Lt. Gen. Jacob L. Devers, Deputy Supreme Allied Commander in the Mediterranean Theater.

One of Italy's highest decorations, the Grand Cross of the Order of the Crown of Italy, was conferred upon General Johnson by the Lieutenant General of the Realm, yesterday.

The citation accompanying the award of the Legion of Merit said in part:

"When the Allied Forces liberated the city of Rome, General Johnson, as commanding general, Rome Allied Area Command, set in operation the efficient machinery which had been organized to rehabilitate the city. In his effortless but decisive manner, he quickly coordinated the overall activities of the Allied armies and civil authorities along with establishing liaison with diplomatic representatives and the Vatican. Despite the unique problems created by a rapidly moving tactical situation and in a city only recently occupied by the enemy, General Johnson, by virtue of his personal ability to secure cooperation from all Allied authorities was able to re-establish the economic and political structure of the city in a minimum of time."

## Congress Facing Conversion Plans

WASHINGTON, Aug. 8—Congressional fireworks are expected tomorrow when debate opens on rival measures designed to provide unemployment compensation in the postwar period for jobless war veterans and defense workers. The opposing measures are the Murray-Truman-Kilgore bill and the George bill.

Backed by organized labor, the Murray bill calls for benefits ranging up to 35 dollars weekly. The federal government would pay the excess over the current 18-dollar weekly average of state unemployment compensation programs.

The George proposal would broaden the coverage by the state programs and bring some two million federal employees also under them. It would leave the administration solely up to the states, with smaller payments than its rival measure. States rights' advocates favor it.

Senate leadership hopes to dispose of the fight one way or the other this week. The goal of leaders in both branches is to dispose of all urgent legislation preparing for postwar conditions by Sept. 1, so that pre-election recess can be taken.

## Major Sets Record For 8th AAF Fliers

LONDON, Aug. 8—Maj. George Priddy, Greensboro, N. C., set a new record for 8th USAF pilots Sunday when he downed six German fighters in a single engagement during an attack on Hamburg. Priddy was flying a Mustang escort for heavy bombers.

His total bag now stands at 24 enemy planes shot down and six destroyed on the ground.

## Vaudeville's Home Town Pops Up In Normandy

The news stories reporting the British capture of Vire, 37 miles southwest of Caen, merely mentioned that it was the junction of three highways. What they skipped was the fact that Vire is the original home of vaudeville.

The word "vaudeville" is derived from Val or Vau de Vire (Valley of the Vire), which was later corrupted into its present form. In a wooded gorge of the Vire stood a mill which belonged to the ancestors of Olivier Basselin. Ollie was the lad credited with writing the "Vaux de Vire" drinking songs first published in the 17th century, songs which sounded the keynote of early vaudeville entertainment.

The citizens of Villedieu, on the Siene River and 12 miles northeast of Avranches, shouldn't be bothered much by the noise of artillery and bombs.

Villedieu, it seems, is a city of boiler makers and metal beaters, occupations which have afflicted most of the workers with deafness. The proverbial deafness of the townspeople has long been the butt of good-natured joking throughout the province.

The town grew to the tune of an anvil chorus, hundreds of anvils on which artisans hammered out metal utensils, mostly of copper. They were a semi-nomadic people, the original settlers. They worked all winter beating out pots and pans, and with the advent of spring they loaded their carts and hit the road, peddling their products and mending kitchen ware.

The town's main industry, boiler making, grew out of this skill with the hammer.

Villedieu's citizens are noted in Normandy for their friendliness, a reputation spread largely by the itinerant trader. There are eight towns and villages in France with this same name, meaning "City of God." This particular town is often distinguished as Villedieu-les-Poels, the surname referring to the town's manufacture of frying pans and utensils.

One of the old favorite tourist spots was Avranches, now held by the Americans, a town situated at the apex of the right angle where the north-south Normandy coast joins the east-west Brittany shoreline. Avranches overlooks the Bay of Mont St. Michel, a southerly arm of the English Channel famous for its high tides of 40 feet and more. At fullest tide, waters rush up the

## 8TH HEAVIES

(Continued from page 1)

fought a number of aerial duels over the target and on the return trip. Twenty-nine enemy fighters were destroyed and 15 American bombers and one fighter failed to return.

Other Liberators also bombed oil storage facilities at Novi Sad, northwest of Belgrade, and an airfield at Alunbar, 21 miles northeast of the Yugoslavian city, with good results.

Bridges in the Rhone Valley of France were bombed yesterday for the fifth time in six days by the Tactical Air Force.

Other TAF planes struck at enemy communications on the Italian-French Riviera and in southern France northwest of Nice, and gun positions and other military targets in northern Italy.

One formation, which bombed the Les Cerises Road bridge, between Paget Thieners and Nice was led by Lt. Col. James H. Macia, Jr., Lucson, Ariz., a veteran of the first American mission over Tokio.

See River to the root of the 341-foot hill on which the city stands. But at low water, seven and a half miles of mud flats separate Avranches from the open sea.

The Abbey-crowned Mont St. Michel rises majestically from the tidal flats west of Avranches. When the tides come in, it doesn't just inch along, but runs much faster than a horse can gallop making an island of the mount.

The nearby town of Granville, at the base of the Cherbourg peninsula, gave flagstone to the Paris boulevards and earlier was the home port for French corsairs. Possession of this promontory town may eventually give the Allies another doorway for the entrance of military supplies, but the tremendous rise and fall of the local tides limit the port's usefulness. The tides rises as much as 44 feet in Granville's harbor.

The outer basins and harbor "dry up" during low tide, but the inner basin is "wet"—that is, enclosed by retaining walls and fitted with locks to hold the water at a constant high level. Vessels in the outer harbor rest on the soft bottom at low tide.

## Patrols Feature Action In Italy

ADVANCED ALLIED HEADQUARTERS, Aug. 8—Active patrolling and artillery engagements marked activity yesterday on the Italian front where little change was made in the Allied and Nazi positions.

Operations along the entire 8th Army front were hampered generally by thunderstorms throughout the day.

On either side of Florence, reconnaissance patrols continued to cross the Arno River into enemy held territory to the north. The enemy bridgehead south of the river and to the east of the Tuscan city was the scene of some fierce fighting. Pockets of enemy resistance held firm in the Montetupo and Signa areas to the west of the city.

Stiffening Nazi opposition was encountered by Polish troops in the Adriatic sector who had advanced a mile beyond the port of Senegalla.

In the 5th Army sector where the weather was clear active patrolling continued and the attempt of a 40-man German patrol to infiltrate American lines in the Elsa River area were repulsed.

Meanwhile, it was reported that the destruction of five of the six bridges across the Arno at Florence and demolitions on either side of the Ponte Vecchia span had been carried out by the Nazi 4th Paratroop Division to whose commander carte blanche had been given by Field Marshal Albert Kesselring.

## Fresh Draftees Would Relieve Overseas GIs

SPOKANE, Wash., Aug. 8—Maj. Gen. Lewis B. Hershey said here tonight, "We have the Army practically built, but we can't let up. We have to have more men to relieve the boys who are overseas."

"Some of our boys have been there two and three years and it's time we brought them back. We don't want the fellows sitting on the bench to forget the score. Even men up to 38 are liable to be called."

## Crowds On River Foil Marathon Swimmer

ST. LOUIS, Aug. 8—John Sigmond, 34-year-old butcher, failed in an attempt to make his sixth 20-mile swim from Alton, Ill., to St. Louis yesterday but promised to try again when the war is over and the people resume travel by automobile.

He had to give up after swimming 10 miles, he said, "because there were too many people on the river and most of them wanted to ask questions."

## Things Not So Hot, Says Jap Premier

PEARL HARBOR, Aug. 8—Japanese Prime Minister Gen. Kuniaki Koiso in a 10-minute "Imperial Day" broadcast picked up here today said, "Our empire has come to be confronted by national difficulties of unprecedented seriousness. The war is now extremely intense and difficult situations arise in various parts of our front lines."

The new Nip Prime Minister commented upon the situation in the Marianas and New Guinea, saying it was an attempt "to obtain a quick decision in the war and to present an appearance as if to strike at our homeland in a single blow."

In Guam in the Marianas, today's communique said, American Marines advanced three miles and occupied one third of the Jap-held northern tip where the defenders are pocketed. In New Guinea, Yanks renewed their advances against Japs trapped east of Aitape. Yap Island, northwest of New Guinea, was plastered with 30 more tons of Allied bombs, and "appears to have been neutralized."

## SOVIET AIR

(Continued from page 1)

Patriots that they had seized two more sections within the Polish capital.

In the Baltic sector, the Russian drive across Latvia has narrowed the strip in which the German 16th and 18th armies are trapped. With these armies being forced back to the sea, their land routes to East Prussia cut and a sea escape virtually impossible, an appeal for them to surrender was made by captured German generals of the Free German Committee.

The appeal, signed by Gen. Erich Weinert and Gen. Walter Seidelitz, called upon the troops to surrender "to avoid the useless slaughter of hundreds of thousands of men whom Germany will need to rebuild the country. Not a single man must sacrifice his life for Hitler's lost cause."

## YANKS DRIVE A 'HOLIDAY'

(Continued from page 1)

denly but developed gradually during the drive from Caen across the British sector and deep into the area where the American wave is rolling ahead so quickly. Here for the first time we encountered a great expanse of country with the Germans nowhere near—roads running straight to the horizon town which had been liberated in every sense of the word.

"It was like passing into another world, a world where things exist as beaches with gaudy little bathing huts on them. It is a world of resort hotels towering on cliffs overlooking the sea, and casinos with their foundations set in the surf."

"I spent a night at beautiful Ho-

## German Counters Kayed By Tank, Aerial Assaults

(Continued from page 1)

smashing their way into Mortain to recapture the town. A few hours later the fighters and the rocket-firing Typhoons swarmed in on the fields and roads south of Mortain to shatter the German tanks in a devastating series of low-level attacks.

A breakthrough to Avranches, at the right angle where the north-south Normandy coast meets the east-west Brittany shoreline, would have cut the lines supplying the American forces in Brittany and those even now slamming towards Paris. Two vital roads run through the 20-mile-wide Avranches-Mortain corridor, which is the narrowest section of the whole front.

Reuters reported the Germans succeeded in reaching Mortain in their first surge because the main Allied armored formations were on the hills around the town, which itself was not strongly defended.

What impressed correspondents and observers most was the beautifully co-ordinated blasting from Allied tanks, planes and gun positions. The roadways around this sector were a massive graveyard for the remains of what might well have been the backbone of German resistance in France. One correspondent called the victory of the British and Canadian Typhoons an "aerial circus."

Meanwhile Canadian forces south-east of Caen massed forward in a pincers squeeze in a new armored offensive to break the German hinge. The attack was preceded by a gigantic aerial assault during the night. It was the first time heavy bombers by night had given ground forces such close tactical support. They unloaded their bombs in an area studded with anti-aircraft and anti-tank guns, rocket and artillery batteries and infantry positions.

William Steen, a Reuters correspondent, reported large fires were seen in St. Malo and Lorient, indicating that the Germans might be destroying supplies and installations in those two big seaports. Bitter fighting was reported within four miles of Brest, about five miles from Lorient and outside of St. Malo. Sporadic fighting continued elsewhere on the peninsula.

## 19 Killed When Roof Falls In Rome Storm

ROME, Aug. 8—Nineteen people, including four British soldiers, were killed and 28 others were injured here yesterday when the roof of a building being used as a British Army workshop collapsed during a heavy thunderstorm, it was announced today by the Rome Allied Area Command.

tel aux Bains. The only discomforts were the lack of water and electricity. The food was magnificent.

"I spent last night at Mt. Saint Michel where war ceases completely to exist in an atmosphere of the most complete quiet and restfulness I have ever known. Here is one of the world's great tourist meccas, and the only tourists were war correspondents."

The thrill of victory mounted acutely, Lynch said, when he suddenly realized that the days of four and five-mile drives over the Brittany roads were ended, and now it is possible to drive from one side of the beachhead to the other in one day.

"In the village of Dol," Lynch continued, "I saw for the first time something I had heard second hand many times—public barbering of women who had had dealings with Germans. About 200 people gathered in the village square and the woman was placed on a chair in the middle of the crowd. Three men wearing arm-bands of the French forces went to work on her simultaneously with clippers. Within minutes the woman's head was shaved clean. Men then held her on their shoulders and a roar of derision went up from the crowd. The woman asked to say something, and she shouted, 'I never liked Germans.' Then she shouldered her way through the crowd and walked up the main street with the crowd following her and hooting."

## LI'L ABNER

(Courtesy of United Features)

